

Edmonton Bulletin.

VOL. III.

EDMONTON, N.W.T., SATURDAY, JULY 29, 1882.

No. 13.

LOCAL.

THE telegraph line began working to Humboldt yesterday.

R. McLELLAN arrived from Red Deer River on Wednesday.

THE North-West passed Ross's flat boat this side of Ft. Pitt, stuck on a sand bar.

R. YOUNG and W. S. Robertson arrived at Ft. Saskatchewan from Battleford on Thursday by buckboard.

W. McKAY has been engaged to keep the telegraph line in order from Grizzly Bear Coulee to Edmonton.

THE agreements regarding the H.B.Co. town lots sold here last fall arrived for signature last mail. They contain no building conditions.

MR. PATON, repairer on the telegraph line between Battleford and Grizzly Bear, arrived here with the mail on Tuesday night. He says the line is all right to Grizzly Bear but is badly down on this side. He also says that a force of men is engaged in constructing the line between Qu'Appelle and Humboldt and that we may expect direct communication with Winnipeg in a very short time. He will inspect the line from Hay Lakes down. The line is still in the hands of the government.

THE NORTH-WEST.

THE North-West arrived at Edmonton on Thursday evening at 6:30, fifteen days and a half from Grand Rapids, with the following passengers: Mrs. Magnus Anderson and family from Scotland for Peace River; John A. B. Milton, from England for Peace River, on a pleasure trip; James Davies, Toronto; Capt. John Smith, wife and child, of Prince Albert, for Ft. Chipewyan; Mrs. Trail and children, from Carlton to Slave Lake; W. McKay and wife of Ft. Pitt; W. S. Robertson from Ft. Saskatchewan, and R. McFarlane and man from Ft. Carlton to Ft. Chipewyan. The officers are: Jas. Sheets, captain, Angus McLeod, mate, W. Talbot, purser, J. Favel, 1st pilot, Pierrish Dorion, 2nd pilot.

She was towed to the foot of the Rapids without accident by the Princess, arriving there on the 4th of July. Her hold had been filled with empty coal oil barrels to keep her from sinking in case of accident, but she had not been strengthened in any way. The same day J. Favel, pilot, took charge of her and laid out a line 2,800 feet long. On Wednesday they warped up the length of two lines, on Thursday the same but the capstan broke when nearly at the end of the second line, on Friday they got up one line, when the wheel broke, on Saturday they laid the line out and started when the capstan gave way again. On Sunday they laid the line again and as the Northcote had just arrived she gave them a pull and succeeded in bringing the North-West half way over the brink when her capstan gave out and the North-West was left balanced on the edge of the rapid. The strain was so great that the hog chains broke and there was great danger of her breaking in two but the main chains held and she managed to pull herself into safety. She used her wheel as well as the line all the time. They began loading at once and left the rapids, with 182 tons of freight, at ten o'clock on Wednesday, and the following passengers for points east of Edmonton: R. Beatty, Pas; H. Belanger, and Geo. Deschambault, Cumberland, James Miller, Carlton, R. Brebner and W. A. Oliver, Ft. Saskatchewan.

The Edmonton freight is as follows: H.B. Co. Edmonton, 201,000 lbs., of which 25,000 was mill machinery, 125,000 flour, 23,000 bacon and the balance general merchandise, principally groceries, Catholic Mission and Sisters of Charity, St. Albert, 2,604. W. & D. Beatty, 2,264, A. Macdonald & Co. one safe, 1,287, Norris & Logan, mill stones and other machinery, 5,320, R. L. Orde, 11,628, G. A. Simpson, 2,374, T. Kaines, 8,670, C. A. McGrath, 17,614, W. Ogilvie, 24,308, M. Deane, 1,460, Catholic Mission, Dunvegan, 50, H.

B. Round, Peace River, 116, Jas. McDougall, Peace River, 90, J. Nelson, Pigeon Lake, 362, J. J. McArthur, D.L.S., 10,030, W. T. T. 10,655, and 15,000 lbs. general groceries for A. Macdonald & Co.

The freight for points below Edmonton was as follows: Prince Albert—George Boylan, 1 billiard table, 880 lbs. Carlton—H.B.Co., 10,000 lbs farm machinery and wagons. Battleford—Mounted Police, 2,557, T. Kaines, 790, W. McDonald, 1,831, A. Macdonald, 1 safe, 1,100 H.B.Co., 30,511. Ft. Pitt—H.B. Co., 8,000, Catholic Mission, 5,586, Catholic Mission and Sisters of Charity, Lac la Biche, 3,029, Victoria—Rev. J. A. McLachlan, 1 case, 594, J. A. Youmans, Whitefish Lake, 722. Ft. Saskatchewan—Mounted Police, 800 lbs.

She passed the Roche Rouge Rapids and Cross Lake on the 12th, the day of leaving, the Demi Charge Rapid on the 13th, Chema-wawin Rapid and the Pas on the 14th and ran all that night, Cumberland on 15th, taking on Pere Paquette for Battleford, Tobin's Rapid 16th, LaCorne 17th, Forks and foot of Cole's Falls on 18th, started up Cole's Falls on 19th, at 2:30 a.m., and was over at 8:15 p.m., Prince Albert on 20th, took on 55 tons of freight and John Barrett and Alex. Setter for Battleford. The Northcote arrived from the Rapids before the North-West left. Passed Carlton on the 21st, Elbow 22nd, Battleford 23rd, took on freight for A. Macdonald & Co. Ft. Pitt on the 24th, heavy hail storm that day. Vermillion River 25th, Victoria 26th, at 4:45 p.m., Ft. Saskatchewan 27th, at 2 p.m., Edmonton at 6:30 p.m.

During the trip she lost 72 hours through breakages of paddle wheel. From Victoria to Edmonton she gained five and a half hours on the Northcote's time. She had 182 tons from the Rapids to Prince Albert, 215 from Prince Albert to Battleford and arrived here with 126 tons, drawing 26 inches of water. She has a capacity of 300 tons, but it was not thought advisable to load her heavily as this was her trial trip. Freight to the amount of about 500 tons was lying at the Rapids when she left. As soon as the North-West was over the rapids Peter McArthur started back to Winnipeg to bring out the Manitoba and the new boat also if she was ready. The Northcote discharged her cargo at Carlton and turned back to the Rapids for another load. She would probably be starting up again on Thursday.

The North-West unloaded yesterday and starts back this morning. She takes 43 packs of fur to Grand Rapids and 30 sacks of coal to Cumberland for the H.B.Co., and a large quantity of lumber to Prince Albert for the steamboat company, also the mail to Battleford. Messrs. Stewart, Dow, Langrell, and P. Ballendine and family leave on her for points east.

RIVER SURVEYS.

M. DRANE, D.L.S., and party arrived on Thursday evening. He left Flat Creek on the 31st of May, and found the roads very bad this side of Qu'Appelle, especially east of Ft. Saskatchewan. His horses played out on the road as oats intended for them had gone astray on the C.P.R. east of Brandon.

Mr. Deane has been commissioned by the Minister of the Interior, to subdivide the river frontages in the Edmonton district, with full discretionary powers. He will hear all evidence as to the occupancy of the claims, as occasion arises, and in cases where disputes cannot be settled satisfactorily here, the evidence will be forwarded to the Land Commission in Winnipeg from whose decision there is no appeal. It is probable that one of the commissioners will pay this district a visit during the present season. Mr. Deane has a plan of the Edmonton settlement made in 1878 by W. F. King, who is now in charge of all the North-West surveys, to work upon. As soon as he gets through here he will likely be ordered to proceed with similar work in other settlements.

His general instructions are to, as far as possible, prevent claim jumping on the one hand and claim sprouting on the other. The lines will run due north and south, and twenty chains frontage by one mile in depth will be allowed wherever practicable. Broken sections in rear of the river lots will be divided among the holders of the river claims so as to give homesteads of the full size—160 acres—and pre-emptions if possible. He will commence work on the claims adjoining the H.B. Co. reserve. He will not run the lines through but will put in the boundary stakes at the front and rear of the claims. Where there are no settlers on the river the township surveys will govern. Claims with river frontages will not be allowed as homesteads to parties holding homesteads elsewhere. Quit claim deeds from one actual occupant to another will hold good.

NOTICE.—The undersigned is now prepared to ferry passengers across the river at the landing above the Edmonton Mills. The scow will be ready for business shortly. Rates 10 cts. for foot passenger, 20 cents for horse and rider, 25 cents for cart and 50 cents for wagon. Hours from sunrise to sunset. Free on Sundays from ten to 2 o'clock.

Any person unauthorized by me found ferrying passengers across will be prosecuted.

J. WALTER,
Proprietor.

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Property bought and sold on Commission, Accounts collected, Estates managed for non-residents, Information furnished to Intending Settlers. All correspondence promptly attended to. Office in Masonic Hall buildings.

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The Pioneer House of Entertainment west of Portage la Prairie.

Pemmican and dried buffalo meat has long been a stranger at the table, and its place has been taken by substantial more in keeping with the onward march of civilization.

In the billiard room a refreshing drink of cool Temperance Colonization Beer can always be had.

Good stabling attached.

DONALD ROSS, Proprietor.

GENERAL NEWS.

There is a free trade agitation in Spain.

Manitoba wheat is at a premium in Minneapolis.

The electric light is to be brought to bear on Niagara Falls.

The Princess Louise arrived in Quebec on the 4th of June.

Winnipeg is in a very filthy condition since the high water.

The white mining population of Cassiar, B.C., is only 215.

Lumber is being shipped from Manitoulin island to Winnipeg.

The members of the Quebec Assembly have raised their own pay.

The Germans resident in Russia are likely to be expelled shortly.

Guitteau has got out two books called "The Truth" and "The Removal."

The Board of Health declare the small pox to be at an end in Windsor, Ont.

The County of Huron North-West Colonization Co. applies for incorporation.

The wealthier Jews of Russia are forming secret clubs to facilitate emigration.

Steel rails for the C.P.R. are being brought from England via United States routes.

Garibaldi left orders that his body should be cremated, but this was not done.

A railway and traffic bridge is to be erected across the Assiniboine at the Portage.

It is supposed that 20,000 Canadians have arrived in Manitoba already this spring.

A son of the Minister of Customs has been appointed custom house officer in Emerson.

Portage la Prairie is said to be assessed at \$6,000,000, but that was while the boom was on.

The new lake Winnipeg steamer Princess is said to be capable of carrying 400 tons of freight.

Fl. Rae where the British Observatory is to be established is on an arm of Great Slave Lake.

The expenses of government in the North-West will be \$20,000 this year and of Keewatin \$5,000.

The will of the late C. J. Vanderbilt is being contested by his sister, she claiming that he was of unsound mind.

A disease between diphtheria and scarletina is committing ravages among the lately arrived immigrants in Quebec.

A French company has acquired a large tract of the Pacific Syndicate's North-West lands for colonization purposes.

Twenty-five head of thoroughbred cattle for the Cochrane Ranch Co. arrived at Quebec from England about the fifth of May.

Speaker McMicken of the Manitoba Legislature has resigned owing to the action of the government in supporting railway disallowance.

The ninety-ninth anniversary of the landing of the United Empire Loyalists in New Brunswick was celebrated by their descendants lately.

The Winnipeg city council is being sued for impeding navigation by keeping the swing of the Louise bridge closed during the high water.

Small-pox has broken out on one of the vessels lying in San Francisco harbor loaded with 1,000 Chinese immigrants. Another point against the Chinese.

The former local legislature of Prince Edward's Island contained only four reform members. At the elections just over they claim either a tie or a slight majority.

The Manitoba Free Press and the Saskatchewan Herald object strongly to the dropping of the proposed amended Dominion Lands Act during last session of Parliament.

The act for the better prevention of crimes went into force in Winnipeg on the 1st of June. The act provides that any person other than certain classes specified found carrying a weapon and having no license for so doing shall be liable to imprisonment for one year. Lieut.-Col. Peebles, Police Magistrate, has been appointed commissioner for granting such licenses.

The Dominion of Canada Kennel Club has applied for letters patent. The club will deal exclusively in dogs. Capital \$400,000. Lieut.-Governor Dewdney, Lindsay Russell and Lieut.-Col. Osborne Smith are among the applicants.

The western division of the Quebec, Montreal, Ottawa and Occidental Railway, which was recently sold to C.P.R. syndicate was to have been handed over on the 1st of June. At last accounts the transfer had been indefinitely postponed.

John Carling, M.P., of London, Ont., is now Postmaster-General in place of Hon. John O'Connor, resigned, and John Costigan, M.P., of Victoria, N.B., is Minister of Inland Revenue in place of Hon. J. C. Aikins, now Lieut.-Governor of Manitoba.

It is mentioned by the Watrous Company that the freight on a 20 horse power saw mill sent to Brandon, Man., is fifty per cent. higher than the freight of a similar implement to Sydney, Australia, including in the latter case insurance and all other charges.

A man named Corrigan recently sold the town site of Whitemouth on the C.P.R., east of Red River, to a man near Kingston, named Radford. Radford prosecuted Corrigan for swindling, but afterwards obtained a settlement from him. This, however, did not help Corrigan who has been committed for trial.

Since the syndicate got possession of the railways leading to Ottawa the passenger rates from Ottawa to Prescott has been raised from \$1.15 to \$2.10, and from Ottawa to Brockville from \$1.55 to \$2.50. First class freight has been raised from 12c to 15c per hundred pounds, and yet Ottawa supports the syndicate.

Twenty-three miles of the C.P.R. grade on the Fraser River, British Columbia, have been completed, and the grading from the sixtieth to the ninetieth mile is nearly done. The work between Emory Point and Thompson's River will probably be the most expensive on the continent. The cost per mile will be over \$75,000, and for a considerable distance nearly \$200,000, exclusive of rails and fastenings.

General Garibaldi died at Caprera on the 2nd of June last in the 75th year of his age. In speaking of him the Montreal Witness says: "We have pure, high-minded patriots left, we have great military geniuses remaining; the great popular leaders are not all gone, there are still those who would sacrifice everything to the performance of duty, but since Garibaldi died Friday night at his island home in Caprera, is there any man left who believes that the pure right is, and is always and everywhere, expedient, and who would act upon it without the slightest fear of what the end of that action might be? His ideas of right and wrong were simple, and, acting as he did always, sternly and uncompromisingly, upon them, his acts were sublime. No man who had not the sublimest ideas of duty, who did not believe that the right was the possible, nay, the one thing certain to be, could have died as Garibaldi died, the acknowledged liberator of his country, which for thirty years was divided up amongst the strongest powers on earth."

The Duke of Manchester in Montreal remarked to a Witness reporter.—Our object in buying the land is simply that we may sell it again at a profit. In order to get people to settle on our lands we shall probably put up houses so as to protect the settlers who have not the means to protect themselves in the winter, but this cannot be promised in every case." He then showed that the quantity purchased was five million acres, and continued as follows:—"But there again it is absurd to talk of territorial aggrandizement, for we are buying plots of land all along the line of the Canadian Pacific Railway. We are taking six out of the sixteen sections which compose each township, and our sections are so arranged that not one touches another, even at the corners. They are entirely isolated. It would not be possible to form a large territory that way. The first idea was to form a Canadian Company, afterwards it was thought better to have a London syndicate, but as to the aristocratic influence the affairs are to be controlled by two resident commissioners here in Canada. The gentlemen who will probably act as these commissioners are Mr. Osler and Mr. Scarth. The capital is £5,000,000 sterling.

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A. MACDONALD,

W. S. ROBERTSON,

JOHN CAMERON.

LOCAL.

MAIL left Thursday evening at six o'clock. SEVEN bags of mail matter arrived last trip. RASPBERRIES and saskatoon berries are ripe. SOME horses in the vicinity have been suffering from the epizootic lately. No deaths.

A WELL 26 feet deep was sunk at the Jasper House last Friday, and it now has 16 feet of water in it.

J. HOLLAND and G. Rath have lost a number of hogs from some mysterious and quickly fatal disease.

M. McCauley took 2,000 bricks to Ft. Saskatchewan on a raft last Wednesday for P. Heimick's new building.

THE direct north road out of town is now in good condition thanks to dry weather, not to the public spirit of the citizens.

MR. HARDISTY arrived from the H. B. Council at Carlton on Saturday morning last accompanied by his niece, Miss McPherson.

It is reported that 30 families of immigrants from Manitoba and Ontario were at Duck Lake on the 15th inst., bound for Edmonton.

DAVID, Herbert, and Alex. Taylor, Archy Spence and others, all well to do farmers, left Poplar Point about the 1st of July bound for Edmonton.

LAST week there were cauliflowers in Mr. Hardisty's garden which measured 16 1-2 inches around and potatoes weighing a third of a pound, with everything else in proportion.

S. WHITFORD took down a raft of lumber from the H.B.Co's mill to Victoria this week for private parties there and 2,000 feet of plank for the I. D. bridge over the White Mud.

LAST issue we said that the C.P.R. was being surveyed "south" of Calgary. It should have been "north." Also that the name of the McLeod paper was the Record, it should have been the Gazette.

MAIL arrived from the east late on Tuesday night last six days from Battleford. P. Balentine, the sub-contractor, brought it. He has been ordered to carry the mail hereafter by the north side of the Saskatchewan.

PAUL FYANT arrived from Bow River on Wednesday last with special mail for the R. C. Mission. He met Jack Williams at the Red Deer, and reports all streams fordable. He brings No. 2 of the McLeod Gazette, of July 15th.

THE Goldfinder is still lying idle at Bernard's slough waiting for the water to go down. Last week when the water was somewhat lower she was run one day and took out about two ounces. Osborne and Smith are the whole crew now.

THE frame of A. Macdonald & Co's new hotel is up. The main building is 30x50, two stories high, with kitchen 20x26 also two stories, and cellar 20x30, seven feet deep. The building was to have been finished by the first of September, but owing to delay in procuring material it is not likely to be on time.

JOE MACDONALD and J. Cronkrite arrived from Winnipeg on Saturday last, 20 days from Flat Creek. They report the roads fair. Mr. Cronkrite, who has been through a great part of the States and to England since he left here, says he found times good wherever he went, in fact there seems to be a general boom.

As the local government is somewhat backward in coming forward with its share of the school teacher's salary, the full amount will have to be paid by the people here. As Mr. Langrell wishes to leave on the boat those who intend to contribute should do so at once. Over \$100 remained to be collected at last accounts.

THE expected reinforcements for Beatty's and Simpson's survey parties arrived on Sunday morning. The party left Flat Creek on the 2nd of June and brought four wagons with horse teams and one buckboard. The horses were suffering from pink-eye when they left Flat Creek but got all right on the road and arrived in fair condition.

J. LITTLEBURY, formerly 1st engineer on the Lily, but now of the new Athabasca steamer, arrived from Carlton on Monday night last accompanied by J. Turner of Victoria. He will attend to the fitting of the machinery in

the new boat, which is to be built at Ft. Chipewyan during the coming winter. Capt. Smith of the Lily will have the boat in charge.

THE surveyors are hard at it, but have some difficulty in getting and retaining an adequate working force. It was expected that David Beatty would cross the Sturgeon on the line running north from the fort about Monday, and that Walter Beatty would begin south of Long Lake, on the second township west about the same time. These parties subdivide the land adjoining the lines as they go along. Simpson was expected to cross the Saskatchewan about Point le Pee on Friday, running north on his easterly line.

MESSRS. Stewart and Dow of Stratford, Ont., arrived from Bow River on Sunday last, accompanied by W. Calder, who left for home again on Tuesday. They are on an exploring not a speculating tour, and will leave for the east on the first boat. They came by way of Bismarck, Benton and McLeod to Calgary. Mr. Stewart is favorably impressed with the appearance of the Red Deer River country, but has seen nothing to equal the soil around Edmonton, or the appearance of the crops. Mr. Dow thinks of returning to Edmonton this fall.

C. FRASER arrived on Tuesday evening with the mail, 24 days out from Flat Creek. He reports real estate business dull in Winnipeg. The Pruden estate was sold for \$6,500. Eleven thousand was offered for it when he and Wood arrived there first but prices kept falling all the time. Most of the Edmonton speculators are—to use a figurative expression—busted. J. Norris had not got down when he left. Ad. McPherson was ready to leave Flat Creek about the 4th of July. Business of all kinds, except real estate, was booming and prices were high.

The general elections held throughout Ontario, Quebec, New Brunswick, Nova Scotia, and Prince Edward Island on the 20th of June resulted in the election of 122 conservative, 73 reform and 3 independent members, with the constituencies of Muskoka and Algoma in Ontario to hear from. The Manitoba elections were to come off on the 7th of July, and those of British Columbia about the same time. Royal, conservative, had been elected for Provencher, Manitoba, by acclamation.

McLeod Gazette, July 15: J. Esmonde has been granted a grazing lease for 3,000 acres. Capt. N. Bryant has gone to the Blackfoot crossing to take out coal on the south side of the Bow River. Stewart & Ford have the Indian Beef contract. Two policemen named Carson and DeQuoy deserted from Calgary with Government horses and arms. They were arrested at the Blackfoot crossing, tried and sentenced to six years penitentiary each. New goods were being received at McLeod. Rain is much needed. A post office is much needed at McLeod. A man who had come in with his family and cattle to settle, has turned back to Montana on account of having to pay duty on the cattle if he remained.

Herald, July 8th: Crops look well. Work has been commenced on A. Macdonald & Co's new store on the new town site. It is 24x36, two stories high, with cellar nearly the same size. When the last mail left the end of the track for the west it left the railway at a point eighty miles west of Brandon, and even then the cars were running twelve miles farther west. Travellers report having passed 20 carts loaded with telegraph wire near Qu'Appelle, probably for use between Qu'Appelle and Humboldt. The Agent has persuaded the Indians not to hold a thirst dance at Battleford this year. New potatoes for sale on the 6th. A case of lemons was brought up by the Northcote. Battle River is high. A detachment of fifteen mounted police arrived at Qu'Appelle from Wood Mountain shortly before the last mail left with eight Crees who were arrested for robbing Jean Louis Legare. Ten men of the mounted police will be sent to re-inforce the detachments at Fort Saskatchewan and Prince Albert. A detachment of thirty-one recruits is on the way to re-inforce the mounted police here. They are also acting as escort to a number of Crees who are coming north. But for the strict guard maintained by the police at Cypress, the Blackfeet and Bloods would have attacked the Crees while there.

JAMES ROSS,

TINSMITH.

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Season advertisements \$1.00 per line.

OLIVER & DUNLOP,
Proprietors.

EDMONTON BULLETIN, JULY 29, 1882.

MORE ADVICE.

The intending settler must go according to his means and intentions in outfitting himself in Winnipeg, after having procured the necessary travelling outfit and supplies for the journey, but great care must be taken that transport is provided for every pound that is to be taken. Every eight or ten hundred pounds requires an ox, cart, cover and harness, costing on an average \$100 a rig. If the settler has the means it is better for him to purchase in Winnipeg all the machinery, implements, and household fixtures he requires for immediate use, as well as a year's supply of groceries and a little choice seed grain, and bring it through himself. It would be cheaper to send these things by boat if the boats were to be depended on, but at present they are not. They can generally all be purchased here, but the prices are very high, and come hard on a person who has to buy everything he needs and has nothing to sell. Especially if the settler is able to bring a cooking stove he should bring it with him, as there have been none for sale here so far. Furniture is very dear here but at the same time it is not advisable to bring any unless it is of extra quality. It costs ten cents a pound freight, and the ten cents can be better applied in freighting prime necessities such as groceries or implements. Furniture of the box, bench, stool and shelf variety will answer very well in this country for a few years yet, especially if a person's means are limited. The cooking stove can also be dispensed with on a pinch, especially by bachelors, as wood is plentiful.

The smallest and cheapest complete farming outfit possible is two oxen and carts, or if possible a wagon, harness for the oxen, a breaking plow, set of harrows, iron are the best; a scythe, axe, hoe, rake, shovel, and grain cradle. These with the kit of tools necessary on the trip, a few pounds of nails, with glass and putty for building a shanty, and either provisions for a year or money to purchase them with, and money enough to purchase seed in the spring, is a much better start than nine-tenths of the settlers here had. Nearly all of them have been under the necessity of working away from their places about half their time in order to earn money to purchase those few things with, and yet they are succeeding. But to succeed under such circumstances requires a large amount of gumption, grit and energy, and unless a settler has a considerable stock of these commodities on hand he had better never start for Edmonton. If any considerable number of cattle are brought a mowing machine and sulky rake should be included in the outfit, as they save a great deal of time as well as labor.

A small stock of simple medicines should be taken for use on the trip. Persons are very little liable to sickness while travelling, but a little sticking plaster, salve, yellow oil and pain killer should be taken in case of sickness or accident. A good supply of coarse, warm clothing and blankets should also be taken, as damp, chilly weather is liable to be encountered even in midsummer, and the nights

are almost always cool, while in the fall they are very cold. Damp or cold weather on the bare prairie with perhaps very little wood is far different from what it is in a warm house with a good fire. Horses and cattle are peculiarly liable to some diseases while travelling and too much care cannot be taken of them. Carbolic acid, blue stone and castile soap should be taken for use in the foot disease, borax to cleanse the mouth with, luscid oil for use as physic, corn starch to stop scouring, yellow oil for sore shoulders and other swellings, pine tar for cuts or raw places, sulphur for use in cases of mange, and black tobacco to destroy parasitic vermin.

If the feet of the oxen taken are not good at the start or if they are likely to be on the road after the frost comes, some thick sheet copper, a cold chisel, shoeing hammer, pair of shoeing pinchers, gimlet bit, punch, and some small horse nails should be taken in order to shoe them if they should require it. Generally only the outside halves of the front feet need shoes, as they have to stand the greatest wear. Each shoe requires three nails and no nail must be driven near the point of the hoof. Ponies seldom require to have anything done to their feet as they are very hard. If Canadian horses are worked they must be kept shod if the road is at all dry.

If the loads are not very light it is well to have an extra animal or two along. A day or two of rest when an animal is sick or injured will sometimes save its life, and if there is a spare animal along it can have the rest without delaying the party.

If the season is wet as the last two have been, the best road to take would be by rail to the end of the track, if east of Qu'Appelle, then by cart road to Qu'Appelle, then to Clarke's ferry on the South Branch by the direct road, to Battleford by the plain trail, and to Fort Saskatchewan and Edmonton by the mail trail. The country along this route from Qu'Appelle to Battleford is dry and has very little wood. If the season is dry, however, or it is late in the fall, the old route by Ellice or Qu'Appelle, Touchwood Hills, and Gabriel's crossing of the South Branch is the best, as there is more wood and water on it, but it is a little the longest. There are no large streams to cross on either road except either the Assiniboine or Qu'Appelle, the South Branch and the Battle Rivers, and on all of these there are either ferries or bridges. There are very few small streams and all are fordable except during an exceptional freshet. From Brandon or Ellice to within fifty miles of Edmonton the road is generally good. The country is high and rolling and sometimes quite hilly, but the only hills that are very bad to go up or down are those which form the banks of the streams. Occasionally there is a bad slough to cross, where the wagons come to grief. The creeks are generally easy to cross. The road in its last fifty miles, however, is generally bad, whether that be Hay Lakes or Ft. Saskatchewan is taken. The soil is soft and black, and there are several small creeks to cross which last year were almost all too deep to ford, but in an ordinary season there is nothing to complain of except that the ruts are very deep and hard on the carts and cattle. In starting out great care should be taken to have all perishable articles put up strongly and well protected from the wet. Every package should be examined to see that it is all right and cart covers should be made large of the best 8 oz. duck and kept securely fastened, as it is too late to begin fastening them down when the rain is once on. Especially they should be made snug every night.

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All information given and correspondence solicited by the proprietor, as above.

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